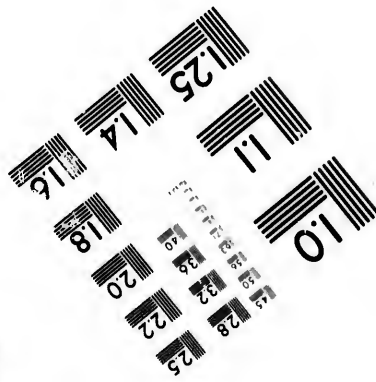
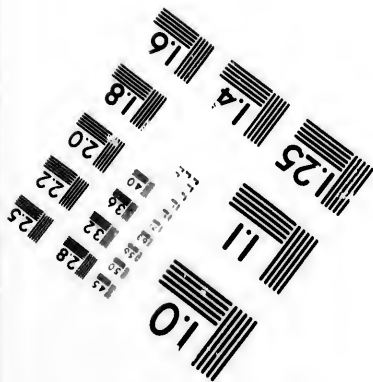
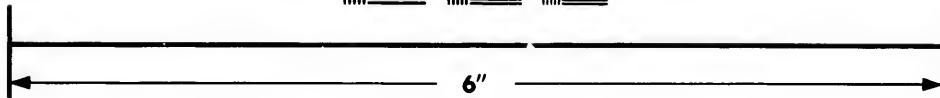
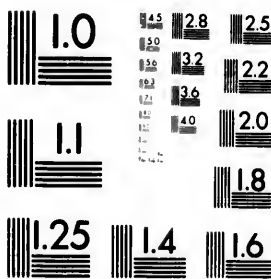
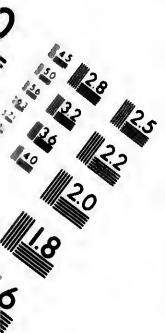


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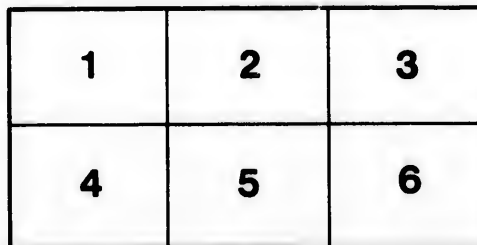
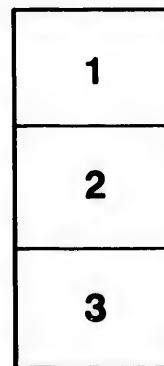
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**MEMORANDUM.**

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**THE TRANS-PACIFIC CONNECTIONS**

**OF THE**

**CANADIAN PACIFIC RAILWAY.**

**FEBRUARY, 1886.**

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MEMORANDUM.

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THE TRANS-PACIFIC CONNECTIONS

OF THE

CANADIAN PACIFIC RAILWAY.

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For the information of the Directors.

*February 1986*

THE TRANS-PACIFIC CONNECTIONS  
OF THE  
CANADIAN PACIFIC RAILWAY.

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AUSTRALASIAN SERVICE.

Alternative to the various routes via the Suez Canal and the Cape of Good Hope to New Zealand and Australia, there is, at the present moment, a trans-Pacific service from San Francisco in connection with Atlantic steamers and the overland lines of railway. This service is performed by the Union Steamship Company of New Zealand, under a contract with the New Zealand Government, dating from November 1st, 1885, and expiring, it is understood, November, 1888.

The Union Steamship Company, anxious to secure the subsidy, but unable to provide sufficient suitable steamers, entered into an arrangement—the terms of which have not been made public—with the Oceanic Steamship Co. of San Francisco, whereby the latter Company agreed to perform the Honolulu-San Francisco service, all mails, passengers, and freight being transferred at the former port. This arrangement proved, however, to be so unsatisfactory that the New Zealand Government expressed strong dissatisfaction, and the Government of New South Wales, which had promised to join New Zealand in providing a subsidy, threatened to entirely withdraw its support. At the present moment, therefore, the "Mararoa," belonging to the U. S. S. Co., and the "Mariposa" and "Alameda" of the Oceanic S. S. Co., are making through voyages between Sydney, Auckland, and San Francisco. Running in opposi-

tion to them are the "Zealandia" and "Australia," belonging to John Elder & Co., two boats which have been in the service under the old contract for some seven years, and whose owners are now endeavoring to establish a direct service to Sydney under contract with New South Wales. The Oceanic Company's boats are unsuitable for the trade, consuming a very large quantity of fuel, being expensively but poorly "engined," and having inferior accommodation for passengers. It is, therefore, probable that the present service will prove inefficient, and that the New Zealand and New South Wales postal officials realizing this, will seek other means to provide for a trans-Pacific line, first-class in every respect. It is thought that such a service can be established in connection with the Canadian Pacific Railway. To obtain such a line a considerable subsidy will be necessary.

Accompanying tables, comparing time and distance and a glance at the Statistics of Trade between the United States and Australasia show that the benefit derived by New Zealand and New South Wales will be a considerable saving of time over any other existing route; that to Canada, there will be opened up a splendid field for the export of her manufactures, placing within her reach a trade now monopolized by the United States, amounting in value to some twelve million dollars per annum, and bringing through the territory of the Dominion a constant stream of passengers and capital. To the Imperial Government such a service means the establishment of a new highway to the East and an addition to the merchant marine of the utmost importance, as it would place upon the Pacific four vessels of the highest class, suitable for service of any nature.

To build up close commercial relations between the Dominion of Canada and the younger colonies in the Antipodes is certainly an undertaking worthy of every effort, and so desirable an end can only be accomplished by the establishment of a trans-Pacific steamship line of the highest class.

A subsidy of £100,000 will be necessary to place the line upon a firm footing and this, if contributed jointly by

Great Britain, Canada, New South Wales and New Zealand, will require but a small annual subsidy from each.

It is now time to take the matter up, and even if arrangements cannot be made to annul the present contract, an effort should be made pending its expiration to secure the subsidy, build the steamers, and start the flow of trade into the new channel. The most recent advices received by the Australian steamer arriving at San Francisco January 21st, conclusively show that steps are now being taken to arrange for a service very different to the one at present in existence.

The question of "Mail Subsidies" is now receiving consideration in the United States, and will, doubtless, be brought up before the next Congress. Canada should not be behind her neighbour, and an immediate and earnest effort should be made to prevent the consummation by the Australasian colonies of an arrangement for the continuation of the San Francisco service. It is scarcely necessary to add that the mail steamers control the trade, for, without the mail subsidy, a line cannot exist.

A steamship line between Vancouver and China, with fortnightly sailings, will soon, it is hoped, be an accomplished fact; four-weekly departures would be sufficient for the Australian service; arrangements could be made to despatch both steamers upon the same date; therefore, one Atlantic steamer and the connecting transcontinental train would transport mails and passengers for both China and Australia, Vancouver being the diverging point.

COMPARISON OF TIME.

*Peninsula and Oriental*

	<i>Via P. &amp; O. and Suez Canal.</i>			<i>Via Atlantic and Pacific.</i>
	<i>Via Gibraltar.</i>	<i>Via Brindisi.</i>	<i>Via San Francisco.</i>	<i>† Via Canadian Pacific.</i>
* To Adelaide....	47 days.	38 days.	45 days.	35 days.
To Melbourne..	48 days.	39 days.	44 days.	34 days.
To Sydney.....	49 days.	40 days.	42 days.	{ 35 days <i>Via Auckland.</i>
To Hobart Town	50 days.	41 days.	46 days.	{ 33 days <i>Direct.</i>
To Auckland...	54 days.	45 days.	37 days.	31 days.

\* Rail between Adelaide, Melbourne and Sydney.

† Atlantic, seven days; Rail, five days; Pacific, fifteen knots per hour.

## COMPARISON OF FARES.

	Via		Via
	Gibraltar.	Brindisi.	San Francisco.
	a.	b.	c.
To Adelaide.....	£70 0 0	£76 14 3	£76 0 0
To Melbourne.....	70 0 0	76 14 3	76 0 0
To Sydney.....	70 0 0	76 14 3	71 10 0
To Hobart Town.....	72 0 0	78 14 3	76 0 0
To Auckland.....	76 0 0	87 14 3	71 10 0

NOTE.—a. To the fares *via* Brindisi must be added cost of sleepers from Paris £4 0 0. Also cost of meals.

b. To the fares *via* San Francisco must be added London-Liverpool £2 0 0; sleeping cars and meals in America £8 8 0.

c. Travel *via* Brindisi is very light, owing to the large excess of cost. To compete therefore upon favorable terms with the P. & O., Orient, Shaw Savill & Co., and other lines, it is necessary that the Canadian Pacific route be prepared to quote through rates as low as those at present existing *via* Suez. This will without doubt encourage a large amount of travel through Canadian territory, benefiting both the Dominion and the Railway Company. The proportions would be approximately as follows:

London to Liverpool....	£ 2 0 0
Atlantic.....	15 0 0
Canadian Pacific Railway.....	20 0 0
Dining and sleeping cars.....	6 10 0
Pacific.....	28 0 0

## COMPARISON OF DISTANCES.

To	From London		
	P. and O. Co.	San Francisco.	Canadian Pacific.
Adelaide.....	11,150	14,882	14,444
Melbourne.....	11,635	14,397	13,959
Sydney ....	12,195	13,837	13,309
Auckland .....	13,295	12,687	12,899

\* Railway distances in statute miles.

## THE MAILS.

### SUBSIDIES.

The Peninsular and Oriental Company are now in receipt of a Mail Subsidy of £360,000 per annum from the Imperial Government for the conveyance of mails to India and China, in addition to which they receive the sum of £85,000 per annum from the Government of Victoria for the carriage of mails between Melbourne and Colombo.

A fortnightly service is also performed by the "Orient Line," and by the French "Messageries Maritimes," the latter Company being heavily subsidized by the French Government.

The "New Zealand Shipping Company" have a contract with the New Zealand Government for a monthly service in which they are assisted by the "Shaw Savill Line."

A contract was entered into November 1st, 1885, by the Government of New Zealand with the "Union Steamship Company" and the Oceanic Steamship Company for a four-weekly service between San Francisco, Auckland and Sydney;—New South Wales is not yet a party to this contract, but the matter will shortly come before the Colonial Parliament which is now sitting.

The Imperial Government has (February 4th) called for tenders for a fortnightly mail service between London and Adelaide *via* Brindisi; time Brindisi to Adelaide 628 hours. With an 18 knot Atlantic and a 15 knot Pacific service the Canadian route could compete with this time to Sydney.

### MAIL SERVICE BETWEEN GREAT BRITAIN AND THE AUSTRALIAN COLONIES.

Advices from Sydney of August 1st, 1885, state that since 1883, when the question was first mooted by the Government of Victoria, correspondence has been carried on between the Colonies of New South Wales, Victoria and South Australia, and the British Government, relative to the establishment of a joint or federal mail service between the Colonies and Great

Britain *via* the Suez Canal. The main idea has been to secure a weekly delivery of the mails. United action on the part of the Colonies above mentioned has been virtually secured, and an agreement drawn up which forms the basis of negotiations.

Tenders for one weekly or two fortnightly services, alternating so as to form a weekly delivery, will shortly be invited by the British Government on behalf of England and the Australian Colonies. Although there is at present a splendid line of French steamers, the "Melbourne," "Yarra," &c., heavily subsidized by the French Government, and will shortly be a German Mail Line also largely subsidized by its Government, it has been considered advisable to limit the competition to British vessels.

The most important condition is a further limitation of the maximum time to be occupied in the transit of mails. It is at present proposed to call for alternate tenders of 29, 31 and 33 days service between London and Adelaide.

The Intercolonial Railway system (Australian) will further facilitate quick delivery to New South Wales, Queensland, New Zealand and Tasmania by at least one day, each colony being required under the agreement to provide special mail train service.

It is proposed, instead of a fixed subsidy, to pay each Company a given rate per pound for letters, and so much per pound for other mail matter, the amounts to be stated by those making the tenders.

To-day the Colony of Victoria pays to the Peninsular and Oriental Company, the annual sum of £85,000 (as before stated), and receives from the other Australian Colonies, payments according to the weight of mail matter sent by them in the ships subsidized by Victoria. It is estimated that the Colony of Victoria incurred a loss of £30,000 last year under this arrangement. For each mail delivered a day ahead of contract time, the S.S. Company has received £50, for each day late, a penalty of £100 has been inflicted. The net gain to the S.S. Co. for time saved in 1884 amounted to £1,600.

Under the new agreement, and for the purpose of securing an efficient and rapid delivery, it is proposed to offer a bonus of £4 for each hour saved on contract time, enforcing a like penalty for each hour's delay.

In order to perform a 29, 31 and 33 days service, via the Suez Canal, it will be necessary for the vessels engaged in the trade to average to Adelaide  $15\frac{1}{2}$ , 14 and  $13\frac{1}{4}$  knots per hour, allowance being made of 3 days to Brindisi, and for the following detentions:

Suez, 12 hours; Aden, 6 hours; Colombo, 24 hours; and King George's Sound, 12 hours.

The distance from Adelaide to Melbourne by rail is 485 miles, from Melbourne to Sydney, 560 miles.

Adelaide would be the goal of the canal route, Sydney that of the Canadian Pacific route. The Canadian Pacific must therefore be in a position to offer bids for a delivery of mail in Sydney in 33 days. From London to Montreal via Merville, time will be say 7 days; Montreal to Vancouver, 5 days; total 12 days, leaving 21 days for the passage across the Pacific of 7,434 miles. An average speed of 15 knots an hour, will accomplish the passage in twenty days six hours. This is a direct passage from Vancouver to Sydney, not touching at Auckland, New Zealand. Two days additional time would be required to touch at Auckland.

The distances by the respective mail routes are about as follows:—

	Miles.
London to Brindisi.....	1,380
Brindisi to Adelaide .....	8,843
Total.....	10,223
London to Quebec.....	2,918
Quebec to Vancouver.....	3,047
Vancouver to Sydney.....	7,434
Total .....	13,399



## OCEAN MAIL SERVICE.

(VIA SUEZ)

The following is the agreement made between the Colonies of New South Wales, Victoria, South Australia, Tasmania, Queensland, Western Australia and New Zealand, in respect of Mail Services between the Colonies and Europe, in May, 1885:—

“1. This agreement is primarily entered into by the three colonies first named, and unless all three of such colonies sign or agree to the same, it shall not be considered binding on any one or more of such colonies who have signed or agreed hereto.

“2. As soon as the three first named colonies shall have assented hereto, the other colonies before mentioned shall be invited to become parties hereto.

“3. The colony of New South Wales shall invite the colonies of Queensland and New Zealand to become parties hereto. The colony of Victoria shall invite the colony of Tasmania to become a party hereto, and the colony of South Australia shall invite the colony of Western Australia to become a party hereto.

“4. This agreement is entered into as a preliminary to a joint answer being sent by the colonies to the telegram of Lord Derby of the 4th February, 1885, to the Governors of the various colonies *re* postal matters, and in order to secure joint and concerted action on the part of the colonies in reference to the postal matters referred to in such telegram.

“5. As soon as the first three colonies named have assented hereto, a telegram shall be sent to the British Government, in answer to the said telegram of the 4th February, suggesting the following arrangements between Great Britain and the colonies, on the termination of the present agreement between Great Britain and the Peninsular and Oriental Steamship Company:—First—Great Britain to invite tenders on behalf of herself and the contracting colonies for a mail service or mail services to be performed by British ships. Second—Tenders to be called (*a*) for a weekly service; (*b*) for a fortnightly service, to alternate with another fortnightly service, so as to secure a weekly service. Third—Such service or services to be from Brindisi, Naples, or some other port in Europe, to be named by the tenderers, and approved of by the other contract-

ing parties, to Sydney, via King George's Sound, Adelaide and Melbourne. Fourth—The question whether or not the tenders in the first instance are to be confined to the Peninsular and Oriental Steamship Company, and the Orient Steamship Company to be open for further consideration. Fifth—The tenders (whether confined to any particular companies or open), to be called for separate and distinct from any other service. Sixth—Tenders to be invited from London to the Semaphore, Adelaide, and *vice versa*, in 29 days, in 31 days, in 33 days. Seventh—The mail matter of any colony desiring it, to be landed at the Semaphore, Adelaide, and forwarded by rail to Melbourne, Sydney, Brisbane, etc., at 10 pence per lb. for letters, and 1d. per lb. for other mail matter, to be paid to each forwarding colony; each forwarding colony to provide special trains, if necessary, at its own cost, so that there shall be no unnecessary delay. Out-going mail matter to be forwarded in a similar manner and on similar terms. Eighth—The mail steamers to continue on to Melbourne and Sydney. Ninth—The tenders to include the Local Transit rates across Egypt; but the Tenderers may carry mails by what route they think best, if they carry them in the specified time. Tenth—All mail matter to be tendered for at per lb. of letters, per lb. of other matter—Amount to be given by tenderers. Eleventh—Penalties of £4 per hour for non-arrival in time, and bonuses of same amount for arrival before time (between port of departure in Europe, and the Semaphore, Adelaide). Twelfth—Great Britain and the contracting colonies to send by the contracting steamers all mail matter not specially directed to be sent by particular route. Thirteenth—Great Britain to retain all her own postages, and pay cost of transit through to destination of all matter, including premium on voyages from Great Britain. The contributing colonies to do the same in connection with the trips from the colonies to Great Britain. Fourteenth—If any other colony, not a party hereto, send mail matter by contracting steamers, it shall be carried at the same rates as the contracting colonies, and on the same same terms, including shares of premiums and penalties. Fifteenth—The premiums on mail matter despatched from the colonies by any steamer, to be paid by the colonies sending letters by such steamer, in proportion to letters carried, and accounts to be adjusted quarterly. Sixteenth—In the event of the contracting colonies joining the Postal Union, any loss which may accrue in consequence of being obliged to carry mail matter for Union Countries at Union rates, to be paid one-half by Great Britain,

and the other half by the contracting colonies, in the proportion of weight of letters carried for such colonies, taking an average of three months. Seventeenth—No contract to be accepted without the consent of the three first-named colonies. Eighteenth—The tenders to be for ten years: but if at the end of five years, the Postmaster-General of Great Britain shall certify that, in his opinion, a quicker mail service between Great Britain and any colony can be established, such colony and Great Britain, (so far as such colony is concerned) can withdraw from the provisions of clause twelve, provided that the service must be quicker than is actually being performed by the contracting S. S. Company.

"6th. It is also agreed that the contracting colonies shall urge upon Great Britain the desirability of taking all possible steps to reduce the exorbitant rates now paid for the land transit of Australian mails across Italy and France, nearly 16f. 50c. per kilo, for letters, &c.

"7. This Agreement is made subject to ratification by the respective Parliaments of the Colonies, parties hereto."

(VIA PACIFIC.)

In October last the following telegrams were received in London by the Agents-General of the Colonies:

"WELLINGTON, Oct. 7th.

"A new contract has been arranged for by the New Zealand Government with the Union Steamship Company of New Zealand for the renewal of the San Francisco service.

"The New South Wales and the United States Government have agreed to join in a contribution to the subsidy.

"The Union Company which already has a large fleet in the inter-colonial service between Australia and New Zealand, will run the new line between Sydney, Auckland and Honolulu, connecting at the latter place with the Oceanic Company's long established line between Honolulu and San Francisco."

"WELLINGTON, Oct. 12th.

"The following time table has been arranged for the new San Francisco mail service. The first mail leaves San Fran-

cisco Nov. 21st, arriving at Auckland Dec. 11th, and at Sydney, Dec. 16th. The homeward mail will leave Sydney, Dec. 3rd, and Auckland, Dec. 8th, arriving at San Francisco, Dec. 28th, and in London, Jan. 13th. The departures will subsequently take place every four weeks."

It may be interesting to recount the terms of the contract that existed prior to the completion of the new arrangement. It was made on November 29th, 1883, and was for two years. The mails were conveyed thirteen times in each year from San Francisco to Sydney by way of Auckland, and a similar number of times the other way. For this service the New South Wales Government paid a subsidy of £721 3s 1d each mail from San Francisco to Sydney, and a like amount on the return voyage. The payment made by New Zealand on a similar basis was £1,201 18s 5½d. The mail was to be conveyed from San Francisco to Auckland and *vice versa* in 526 hours, equal to 21 days 22 hours and between San Francisco and Sydney and *vice versa* in 648 hours, or say 27 days. A stipulation was made that the time should be twenty-four hours less in the second year than in the first.

#### DIVISIONS OF POSTAL RATES.

The division of the postage rate of 6d per half-ounce for letters, and 1d per 4 oz. for newspapers is as follows: The British Post Office arranges for the conveyance of mails to San Francisco, and the New Zealand and New South Wales Governments between San Francisco, Auckland and Sydney. Great Britain retains 2d out of the 6d for letters, ½d out of each 1d on newspapers, and ¼d out of each 1d on books sent from England. The Colonial authorities receive the balance, and also retain the whole of the postage on letters and newspapers to England.

The British Post Office pays the Atlantic Steamship Companies 4s per lb. for letters, and 4d per lb. for newspapers, and the United States for the carriage from New York to San Francisco obtain six francs per kilogramme for letters and two

francs per kilogramme for papers (say about 2s 2d and 8d per lb. respectively.)

With regard to the conveyance of mails to Australia via Brindisi, the British Post Office retains 3½d out of the 6d postage on outward letters, and the whole postage on newspapers and books, the balance on letters being paid to the Colonial Government, who also retain the whole of the postage on letters and newspapers forwarded to England. The British Government provide the service to and from Brindisi, and the Australians subsidise the Peninsular and Oriental Steamship Company for the conveyance from and to Brindisi. This is the shorter route for mails to Anstraliasia, excepting to New Zealand, the times being Melbourne, 40, Sydney, 42, and Brisbane, 44 days. The service to New Zealand is very uncertain by this route, there being only one line of steamers from Melbourne to Auckland.

Respecting the conveyance of mails to Japan via San Francisco, the British Post Office retains all the postage; viz., 4d per ½ oz. letters, and 1d per 4 oz. newspapers. On outward letters, the same rates are paid to the Atlantic Companies and to the United States Government for transport to San Francisco as upon the mails for New Zealand and New South Wales.

From San Francisco a somewhat irregular service is provided to Yokohama by the United States authorities for which the British Government pays a proportion of 15 francs per kilogramme for letters and 1 franc per kilogramme for newspapers as fixed by the Postal Union. These amounts represent the allowance for the total sea distance; viz., from Liverpool to New York and from San Francisco to Yokohama. The United States, therefore, get as their share the distance between the two latter places. The Japanese Government can either arrange for the conveyance of letters and papers to England, or pay to Great Britain 15 francs per kilogramme and 1 franc per kilogramme respectively to provide a service. No regular European mail is sent to China via San Francisco.

In the case of mails to Japan and China by way of Brindisi,

the British Government keep the whole of the postage, 5d per  $\frac{1}{2}$  oz. on letters and 1d per 4 oz. on newspapers, and provides the service to Brindisi and the subsidy to the P. & O. Co., which amounts to about £360,000 a year. This amount, however, includes the mail service to India as well, but the Post Office authorities say it cannot be divided into proportions.

The Chinese Government and the Hong Kong Post Office pay to the British Government on letters and papers sent to England via Brindisi, 15 francs, and 1 franc per kilogramme respectively, in consideration of which the British Government arranges the services.

The annual loss to the Imperial Government on the Indian Service is put down at about £140,000, and on the China and Japan service at about £60,000.

*July 1886*

PENINSULAR AND ORIENTAL MAIL SCHEDULE TIME BETWEEN LONDON AND AUSTRALIA AND LONDON AND CHINA AND JAPAN.  
*Showing Arrivals and Departures of the Mail Steamers—1885.*

OUTWARD BOUND.

Mail leaves... London.....	October 16, 8 p.m.	
" " .. Brindisi.....	October 19, 4 a.m.	(hours.)
" arrives.. Alexandria..	October 22, 7 a.m.	(Rail transit 17
<i>Australian Route.</i>		
Leaves... Colombo.....	November 6, 6 a.m.	
Arrives... King George's Sd ..	November 18, (stay 6 hrs.)	
Arrives... Adelaide.....	November 23, (stay 12 hrs.)	
Arrives... Melbourne.....	November 25, 11 a.m.	
Arrives... Sydney.....	November 27,	
Time to Adelaide.....	38 days.	
" Melbourne.....	40 days.	
" Sydney.....	{ Mails..... 42 days.	
	{ Passengers..... 43 days.	

HOMeward BOUND.

<i>Australian Route.</i>		
Leave..... Sydney.....	October { 2, 11 a.m.	
Arrive..... Melbourne.....	October 4, (stay 96 hrs.)	
Leave..... Melbourne.....	October 8.	
Arrive..... Adelaide.....	October 10, (stay 12 hrs.)	
Arrive..... King George, Sd ..	October 14, (stay 6 hrs.)	
Arrive..... Colombo.....	October 27, 8 a.m.	
Leave... Colombo... ..	October 22, midnight	
" arrives... Aden.....	October 28, (stay 6 hrs.)	
" arrives... Colombo ..	Nov. 5, 10 a.m. (stay 44 hrs.)	
<i>China Route.</i>		
N. E. Monsoon, three days extra allowed.		
Leaves... Colombo.....	November 6, 6 a.m.	
Arrives... Singapore.....	November 13, (stay 24 hrs.)..	
Arrives... Hongkong.....	November 22, (stay 24 hrs.)..	
Arrives... Shanghai.....	November 27.	
Arrives... Yokohama.....	December 1,	
Time to Hongkong.....	37 days.	
" Shanghai.....	42 days.	
" Yokohama.....	46 days.	

ALL MAIIS.

Leave... Alexandria.....	Nov. 12.	
Arrive... Brindisi.....	Nov. 15, 8 a.m.	
Arrive... London.....	Nov. 17, 5.30 p.m.	
From Yokohama.....	44 days.	
" Shanghai.....	40 days.	
" Hongkong.....	37 days.	

On the outward bound China Schedule, the three extra days Monsoon allowance (two between Singapore and Hongkong, and one between Hongkong and Shanghai) are included.  
 Passengers holding through sleeping car tickets at £4 2 0, extra, and without baggage are alone allowed to travel with the mails between London and Brindisi.

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STATISTICS OF THE AUSTRALASIAN TRADE.

SUMMARY OF SHIPMENTS BY STEAM BETWEEN SAN FRANCISCO AND AUSTRALASIA DURING 12 MONTHS ENDING MAY 30TH, 1885.

a. From San Francisco to New Zealand and Australia.

Class of Goods.	No. of Packages.	Cases of Goods.	No. of Packages.
Agricultural Implements.	1,103	Musical Instruments....	13
Broom Corn.....	1,775	Oils.....	2,075
Canned Goods.....	78,601	Onions.....	5,507
Casings.....	1,405	Paints.....	269
Cigars and Tobacco.....	50	Printed Matter.....	277
Coffee.....	1,817	Provisions.....	12,879
Doors.....	36,655	Quicksilver.....	130
Drugs.....	798	Rubber Goods.....	116
Fish—Pickled.....	12,388	Sugar.....	410
Frames.....	86	†Sundries.....	6,326
Fruit.....	28,386	Syrup.....	824
Hardware.....	203	Type.....	63
Honey.....	654	Wines.....	126
Leather.....	108	Windmills.....	105
*Merchandise.....	6,596		

\* Merchandise, including.

† Sundries, including.

Axes  
Axle Grease  
Cartridges  
Copper Rivets  
Fancy & Dry Goods  
Furniture  
Guns  
Hose  
Lanterns & Lamps  
Nails  
Plated Ware  
Spool Silk  
Stationery  
Stoves  
Watches & Clocks

Asbestos  
Buggies  
Carriages and Springs  
Dental Instruments  
Insulators  
Lumber  
Oil Cake  
Safes  
Seeds  
Sewing Machines  
Show Cases  
Wire

b. From New Zealand and Australia to San Francisco.

Class of Goods.	No. of Packages.	Class of Goods.	No. of Packages.
Dried Apples.....	227	Seeds.....	920
Gum.....	264	Soap Stock.....	62
Guano.....	4	Specie.....	£13,001 0 0
Hides and Skins.....	4,813		& 18 pkgs.
Molasses.....	291	Tin.....	15,156
Merchandise.....	637	Mineral Waters.....	139
Opium.....	572	Whalebone.....	150
Paints.....	515	Wool.....	1,438

a. NUMBER OF PASSENGERS.

b.

Cabin, 555; Steerage, 1128

Cabin, 790; Steerage, 800

From Yokohama..... 44 days.  
" Shanghai..... 40 days.  
" Hongkong..... 37 days.  
From Sydney. { Mails..... 42 days.  
" Melbourne..... 40 days.  
" Adelaide..... 38 days.  
On the outward bound China Schedule, the three extra days Monsoon allowance (two between Singapore and Hongkong, and one between Hongkong and Shanghai) are included.  
Passengers holding through sleeping car tickets at £4 2 0, extra, and without baggage are alone allowed to travel with the mails between London and Brindisi.



SUMMARY OF MANIFESTS OF SS. "ZEALANDIA."

*Outward from San Francisco, June 6th, 1885.*

Hardware, locks, &c.....	326	cases and packages.
Salmon canned.....	7,122	do
Fruit.....	2,191	do & brls.
Vegetables.....	202	do
Meats canned.....	120	do
Syrup, honey.....	356	do & kegs.
Boots and shoes.....	10	bales.
Clothing.....	1	bale.
Leather.....	11	rolls.
Paints, drugs.....	156	cases and barrels.
Machinery.....	215	do
Locomotive.....	6	pkgs.
Agricultural implements.....	248	do
Doors.....	4,440	do
Hops.....	291	cases and bales.
Sundries.....	92	packages,

Value of cargo: \$78,703.48.

DESTINED TO.

*Ports in Australia.*

*Ports in New Zealand.*

Sydney	Auckland
Melbourne	Dunedin
Adelaide	Napier
Brisbane	Christchurch
Hobart Town	Nelson
	Surva.
	Wellington.

Number of passengers : Cabin, 42 ; steerage, 39.

*Homeward to San Francisco from Sydney, July 16th.*

Ingots of tin.....	1678
Skins.....	56 bdles. &c.
Dry Hides.....	356
Plated ware.....	5 cases.
Fruit.....	257 do
Seeds.....	28 do
Gum.....	13 do

Of this inward cargo the tin ingots form the large and valuable portion. The tin is used in salmon canneries on the Columbia, Sacramento and Fraser Rivers.

PASSENGERS.

	<i>Cabin,</i>	<i>Steerage.</i>
From Sydney.....	39	31
From Auckland.....	16	30
From Honolulu.....	10	10
Total.....	65	71

**SUMMARY OF SHIPMENTS BY SAIL FROM NEW YORK AND BOSTON TO AUSTRALASIA  
FROM AUGUST 23RD TO OCTOBER 15TH, 1885 :**

<i>Class of Goods.</i>	<i>No. of Packages.</i>	<i>Class of Goods.</i>	<i>No. of Packages.</i>
Agricultural implements and machinery.....	1,025	Musical instruments...	212
Axes and hatchets.....	4,730	Nails.....	1,328
Axle grease.....	1,293	Oils, gasoline, kerosine...	174,590
Beer.....	3,251	Paints and varnish....	662
Blacking.....	650	Plated ware.....	322
Canned goods.....	7,860	Plaster, rosin.....	6,715
Carriages and wagons..	1,929	Provisions.....	1,814
Chairs.....	4,954	Pumps.....	236
Clocks.....	961	Safes.....	6
Corn flour.....	5,093	Scales.....	294
Drugs and spirits.....	2,029	Sewing machines.....	909
Dry goods.....	165	Shade rollers.....	200
Furniture.....	338	Slates.....	1,131 M.
Glassware and crockery	1,429	Stoves and ranges.....	893
Handles and brooms...	2,519	* Sundries.....	12,749
Hardware and castings.	2,333	Tobacco.....	3,006
Hoes, forks, rakes, shovels	364	Tools.....	245
Laths.....	1,412 M.	Trunks.....	244
Leather.....	305	Turpentine, spirits of..	5,068
Lumber.....	{ 939 M. feet. 2,421 pieces.	Wire.....	3,801
Marble.....	1,067	Windmills.....	111
* Merchandise.....	3,529	Woodenware.....	13,062
Mowers, lawn.....	207	Tram cars.....	121
		Car wheels.....	130

\* *Merchandise Including.*

Books  
Cutlery  
Glue  
Guns and rifles  
Harness  
Hops  
Ink, printing  
Paper  
Rubber goods  
Toys

\* *Sundres Including.*

Asbestos  
Brushes  
Doors and sashes, 6,129  
Grenades  
Hair  
Fruit jars  
Mattresses, wire  
Oakum  
Oars  
Perambulators  
Velocepedes  
Wringers

**A COPY OF MANIFEST OF SHIP "COLDINGHAME," 1,059 TONS, NEW YORK TO SYDNEY,  
SEPTEMBER 23RD, 1885.**

9 cases forks, 3 cases picks, 27 cases lawn mowers, 62 cases agricultural implements, 14 cases shovels, 262 cases axes, 29 cases scales, 24 cases nails, 74 cases machinery, 114 packages stoves and ranges, 224 packages hardware, 14 packages pumps, 1 wheel, 39 axles, 12 rims, 75 shafts and poles and 127 packages carriage material, 206 cases sewing machines, 200 oars, 45 packages blacking, 325 packages woodenware, 27 packages tubs and pails, 104 packages handles, 53 cases chairs, 21 cases dry goods, 66 cases duck, 15 packages leather, 34 cases organs, 88 cases clocks, 181 cases lamps and glassware, 965 cases canned goods, 121 cases

paint and varnish, 200 cases lobsters, 100 cases oysters, 13 cases strips, 71 hogs-heads tobacco, 20 cases drugs, 269 cases drugs, 650 cases spirits turpentine, 9,125 cases kerosene, 49 cases lubricating oil, 208 barrels rosin, 79 barrels plaster, 103 parcels of 1000 slates, 14m feet shelving, 247 pieces hard wood, 126 cases furniture, 12 cases saws, 37 cases bolts, 5 cases rubber, 44 cases tools, 5 cases brushes, 130 cases gasseline, 112 cases shade rollers, 16 cases guns, 8 cases books, 6 cases lasts, 10 cases cutlery, 196 cases fruit jars, 9 cases toys, 11 cases soap, 14 cases confectionery, 17 cases paper, 14 cases tinware, 400 cases corn flour, 500 cases beer, 600 barrels beer, 5 burrels skewers, 17 cases wringers, 177 packages axle grease, 54 packages plated ware, 21 packages tills, 11 packages photograph material, 12 packages cages, 44 crates dairy material, 10 boxes tooth picks, 114 doors and sashes.

Among the items of the cargo of ship "Beaconsfield," 1,430 tons, New York to Melbourne, October 8th, 1855, are found:

2521 cases axes, 125 packages carriages, 481 cases chairs, 89 packages wag-gons, 402 cases drugs, 473 cases glassware, 299 cases hardware, 54 cases plated ware, 163 cases sewing machines, 385 cases tobacco, 1,108 packages wooden ware, 1,230 packages sundries, including 27 cases perambulators, 7 cases hose, 139 packages roofing material, 23 packages mast hoops, 819 packages box shooks, hair, sponges, cork, paper, and 92 reels barbed wire.

In connection with this trade between the United States and Australasia, some of the consular reports are of interest.

The United States Consul in Melbourne, in his report for 1884, says that "in the colony of Victoria American manufactures are deservedly appreciated for their beauty of design, lightness of construction, and general adaptability to the work for which they are intended. In such tools as axes, forks, and rakes, these advantages have brought them into general use, but American ploughs are not considered strong enough for the stiff clayey soil of the country. Although American harvesting machinery is found on trial to be fairly durable, there exists a decided prejudice in favor of apparently stronger though more clumsy-looking machinery. Thus while farmers who have used American reapers and binders, prefer them to any others, many have sought newly invented English machines, on account of their appearance of greater strength." This is evidently a matter that is easily remedied, and might be looked into by Canadian manufacturers.

Of Tasmania, the Consul says, "Of all tools and small ware, two-thirds are of American make. In the large class of imple-

ments and machines American manufactures are considered hardly so strong as the English and Colonial, but American self-binding reapers have hitherto commanded the preference."

The United States Consul at Auckland makes a lengthy report for the year 1884, leading one to the conclusion that in New Zealand there is at present a larger field for American enterprise than in the more remote colonies of Australia. The value of imports during the year from the United States amounted to £848,557, of which amount the West or Pacific coast contributed £48,372. Exports to the West coast of the United States amounted to £30,430 and to the East coast £183,939. According to the Consul, American threshing machines, especially those of smaller size, are rapidly superseding the English ones. American machines for making butter and cheese are also preferred. The manufacture of New Zealand flax, the strongest vegetable material in the world has, since the establishment of the Auckland Fibre Company, become a very important industry. Although the annual value of agricultural implements into New Zealand from the United States has steadily increased within the last few years it may be expected to attain still greater proportions. These imports have increased at a far greater rate than those from England. In 1874, the value imported was only \$3,090, while in 1883 it was \$68,710. American spades, shovels, rakes, axes, barley and hay forks, hoes, scarifiers, lawn mowers, scales, disc and spring-toothed harrows, and winnowing machines have distanced all competitors.

From January 10th to February 15th, 1885, inclusive, no less than fifteen vessels, or nearly one every other day, were despatched from New York and Boston to Australia.

Four vessels were despatched February 1st to ports in New South Wales, New Zealand, Queensland, and Western Australia.

All the information obtainable tends to show that the already large export trade from the United States is rapidly and steadily increasing, and further, that the trade is of such a nature as to warrant the attention of all those who are inter-

ested in Canada's welfare. There appears to be no reason why Canada should not successfully enter this field, since almost every item of American manufacture is made as well and as cheaply as in Canada. The advent of a steamship line will, at an early date, lead to the establishment of manufacturing at the terminal city of the railway in British Columbia which will compete with those in California now manufacturing articles for Australasian export.

VALUE OF TRADE BETWEEN THE UNITED STATES AND AUSTRALASIA.

1874.	
Imports.....	\$1,750,177
Exports.....	3,785,908
Total.....	<u>\$5,536,085</u>
1884.	
Imports free of duty.....	\$1,659,533
“ Subject to duty.....	2,713,932
“ Gold and specie.....	3,666,344
Total.....	<u>\$8,039,809</u>
Total imports.....	\$8,039,809
Total exports.....	9,225,459
Grand total.....	<u>\$17,265,268</u>

IMPORTS AND EXPORTS OF HAWAIIAN ISLANDS VIA HONO U,

FOR 12 MONTHS ENDING JUNE 30, 1885.

Imports.....	Total value.....	\$4,695,918	69
Exports.....	Do. ....	7,977,908	82
Total value for year.....		<u>\$12,673,827</u>	51

SUMMARY OF IMPORTS.

<i>Class of Goods.</i>	<i>Value.</i>
Building Materials .....	\$126,893 15
Clothing, Hats, Boots .....	309,219 63
Dry Goods.....	331,449 01
Fancy Goods.....	101,213 39
Flour .....	170,280 91
Grain and Feed .....	184,598 43
Groceries and Provisions.....	470,929 42
Hardware and Agricultural Implements .....	285,991 33
Lumber .....	283,902 01
Machinery.....	317,881 61
Spirits .....	141,476 39
Tobacco and Cigars.....	140,456 10

SUMMARY OF EXPORTS.

<i>Class of Goods.</i>	
Sugar .....	142,654,922 lbs.
Molasses .....	110,530 galls.
Paddy .....	46,224 lbs.
Rice .....	9,493,000 "
Coffee .....	4,231 "
Fungus .....	2,247 "
Bananas .....	58,146 bunches.
Hides and Skins .....	49,306
Wool .....	407,623 lbs.
Betel Leaves .....	416 boxes.
Tallow .....	2,864 lbs.
Pulu .....	465 "

<i>Origin of Imports.</i>	<i>Value.</i>
United States .....	\$3,367,585 76
Great Britain .....	769,004 62
Germany .....	225,543 59
Australia and New Zealand .....	72,026 81
China .....	179,161 75
France .....	21,720 59
Other Countries .....	2,471 10

EXPORTS OF SUGAR AND RICE FOR TWELVE MONTHS.  
HONOLULU TO SAN FRANCISCO.

<i>Date.</i>	<i>Rice.</i>	<i>Sugar.</i>
July, 1884 .....	686,900 lbs.	15,057,975 lbs.
August, " .....	1,163,460 "	14,611,393 "
September, " .....	670,700 "	10,915,705 "
October, " .....	847,900 "	6,232,200 "
November, " .....	738,000 "	4,028,597 "
December, " .....	575,500 "	6,274,127 "
January, 1885 .....	499,100 "	8,385,019 "
February, " .....	911,300 "	16,578,909 "
March, " .....	693,200 "	18,697,243 "
April, " .....	823,200 "	17,516,935 "
May, " .....	407,500 "	24,470,190 "
June, " .....	223,600 "	26,822,738 "
<b>Totals .....</b>	<b>\$2,240,360 lbs.</b>	<b>169,591,031 lbs.</b>

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## CHINA AND JAPAN SERVICE.

In October, 1885, the Postmaster-General of Great Britain issued tenders for a fortnightly mail service between Coal Harbor, the Pacific terminus of the Canadian Pacific Railway, and Hong Kong, touching at Yokohama. Her Majesty's Government has therefore shown in a decisive manner its appreciation of the completion of the railway, and has taken the initiatory steps to complete the new and important highway from Great Britain to her possessions in the Far East.

The immense importance of the new route from a military point of view cannot be over estimated and is doubtless thoroughly recognized by all the Imperial authorities. As a first class transportation system the railway cannot be excelled. It remains to complete, by equally good ocean service on the Atlantic and the Pacific, the chain which will bind together England and her possessions in the East.

National requirements demand a thoroughly effective steamship service from Vancouver, performed by vessels of large tonnage and high speed, capable of being converted at short notice into armed cruisers or fast troop-ships, and acting as powerful allies to the naval squadron of the North Pacific. From additional memoranda herewith it will be observed that such a service must develop large commercial interests, creating a new and speedy route for tea, silk and merchandise, placing Hong Kong, Shanghai and Yokohama in closer connection with Great Britain than by any existing service, and diverting a large share of the passenger business from the Suez Canal route, avoiding tedious detentions and delays and the more than tropical heat of the Indian Ocean and the Red Sea.

The tenders issued by the Imperial Post Office call for a fortnightly service at an average speed of 11 knots per hour, with the option of an additional bid for an average speed of 12 knots. This rate of speed is inadequate and is not consistent with a first-class service. It will be to the interest of the Peninsular and Oriental Company to place obstructions in the way of the Canadian Pacific route, and the tender referred

to affords them the opportunity of making an extremely low bid, and placing upon the line some of their old steamers fast enough to fulfil the conditions of the contract and to be run upon a sufficiently economical basis to enable them to meet expenses. Such an arrangement would prevent any diversion of traffic from their Suez line, and would seriously hamper the efforts of the Canadian Pacific to build up such a trade as may be rightly looked forward to. The existing contract with the P. and O. Company provides for a service from London and Brindisi to Hong Kong and Shanghai. The Canadian Pacific should certainly be afforded the opportunity of making a bid for the conveyance of the mails from London (or Liverpool) and Merville to the same ports.

Such a line could not, of course, exist without a reasonable subsidy, both for its Atlantic and Pacific sections, and in such a subsidy both the Imperial and Dominion Governments might fairly be expected to join. It is probable that the amount at present applied to the China line from the joint India and China subsidy is £150,000. With such a subsidy an 18-knot service could probably be arranged for on the Atlantic, also carrying the Canadian mails, and upon the Pacific could be placed four steamers, built to meet the requirements of the Admiralty and of the trans-Pacific trade, capable of averaging 15 knots per hour on regular voyages, and 17½ to 18 if called upon for any emergency which might arise.

To properly compete with the P. and O. Company, sailing once a fortnight, *via* Suez, and the Pacific Mail and Occidental and Oriental Companies, sailing every ten days from San Francisco, fortnightly departures should be made from Vancouver. An annexed table will show that four steamers will be sufficient for this purpose, (see page 31.) The San Francisco-China line is operated by the two companies above referred to. The O. and O. fleet is composed of four vessels, three of which, the "Belgic," "Gaelic," and "Oceanic," are under charter from the White Star Company. The "Oceanic," the pioneer vessel of that Company's Atlantic service, was placed upon the route some nine years ago, and the "Belgic" and "Gaelic," built



expressly for this trade, commenced their three years' charter in November, 1885. The model of these ships is more fully described on page 41. The charter party provides for a monthly payment to the White Star Company of \$12,000 for each vessel, the charterers paying all expenses, including the salaries of the officers and crews, with the exception of repairs to hull and machinery. The fourth vessel, the "San Pablo," is under charter from the Pacific Improvement Company of San Francisco (operating the coal mines at Tacoma and Seattle) and is a poor class of vessel, having no accommodation for cabin passengers. She was built at Cramp's yard in Philadelphia. The four vessels of the Pacific Mail Company, the "City of Peking," the "City of Rio de Janeiro," the "City of New York," and the "City of Sydney," are American vessels built at Roach's yard at Chester. They are poorly fitted, and have all the cabin accommodation aft. The "Peking" like her sister ship the "Tokio," lost near Yokohama in July last, is a very large four-masted vessel of 5,000 tons. The "New York" and the "Sydney" have been recently withdrawn from the Australian line and altered slightly for the China trade. These two vessels have the strongest steaming power of the fleet, and are scheduled to leave Yokohama about May 15, and June 1, with the first season's teas at five cents per pound, the most important shipments of the year. Their engines are of an old type, necessitating a large consumption of coal. These vessels are built up flush to the spar deck, and are consequently ill-adapted for Coolie traffic, placing the Coolies in direct contact with the cabin passengers. The entire fleet is supplied with fuel from the Tacoma mines of the Pacific Impt. Co., at this end, and from the Takasima mines, near Nagasaki, at the other end of the route. The latter is an inferior, the former a very poor class of coal. It is almost needless to say that the O. and O. Company's boats are the favorites of the public.

## TIME.

## COMPARISON OF TIME BETWEEN THE SUEZ AND TRANS-PACIFIC ROUTES.

	<i>P. &amp; O. and Suez Canal—Via Gibraltar.</i>		<i>Via Brindisi.</i>		<i>Via C. P.R.*</i>
	<i>N. E. Monsoon.</i>	<i>Other Seasons.</i>	<i>N. E. Monsoon.</i>	<i>Other Seasons.</i>	<i>All Seasons.</i>
To Hong Kong..	46 days.	43 days.	37 days.	34 days.	29½ days.
" Shanghai....	51 "	48 "	42 "	39 "	29 "
" Yokohama ..	55 "	52 "	46 "	43 "	24 "
" Hiogo .....	53 "	50 "	44 "	41 "	26 "

\* Liverpool to Vancouver 12 days. Pacific 15 knots per hour.  
Average time to Yokohama *via* San Francisco 37 days.

Time by the canal route is taken from the printed schedules of the P. and O. Co., governed by the Government Mail Contract. This time is occasionally improved upon and could be considerably lessened, if necessary to do so, in order to secure a subsidy. It would, however, be impossible for the "Canal" lines to perform a better service than the Canadian Pacific Route is capable of.

It should also be remembered that during the months of September 21-30, October, November, December, January and February, on the outward bound voyages, the P. and O. steamers encounter the N. E. monsoon almost the entire passage from Colombo to Shanghai, the heaviest weather experienced being usually found after passing Singapore.

During the above mentioned months, under the terms of the mail contract, the steamers of the P. and O. Company are entitled to three days additional for delivery of the mails. On the homeward bound voyages, during the months of April, May, June, July, August and to September 21st, the S. W. Monsoon is encountered, and through this period the Company's boats receive an extra allowance of four days.

On the other hand, except perhaps on the outward voyages in the depth of winter, when nor'westerly gales may be experienced, the ocean passages of the Canadian Pacific route may always be performed within the stipulated time. The SS. *Arabic*, of the San Francisco line, has made the homeward passage from Yokohama in 13 days 21 hours. Her steaming

capacity is  $12\frac{1}{2}$  knots. It is, therefore, reasonable to assume that the Canadian Pacific boats, with a speed of 15 knots, can perform the service in 12 days, which, with  $4\frac{1}{2}$  days for the trans-continental journey and  $7\frac{1}{2}$  for the trans-Atlantic voyage, would show delivery of Yokohama mails in Liverpool in 24 days. The fastest mail time at the present day between London and Yokohama, viâ Brindisi, during the period of the favorable southwest monsoon is 43 days, and viâ New York and San Francisco the average time is 37 days, a difference of 19 and 13 days respectively in favor of the Canadian Pacific route.

The fastest passage on record between Yokohama and San Francisco, was made by the S. S. "Arabic," under charter to the Occidental and Oriental Company on her third voyage, when she ran the distance on the Great Circle Course of 4,528 miles in 13 days, 21 hours and 43 minutes, an average of 13.57 knots per hour. The White Star boats are, however, noted for their sailing powers, and the voyage of the "Arabic" was attended by strong, favorable winds. The average passages of the San Francisco steamers are 15 to 16 days home, and 20 to 21 days out, the outward voyage being made upon a direct course, covering a distance of some 4,880 miles.

On the voyage to Hong Kong, there will be a detention of 24 hours in Yokohama to discharge cargo for that port, and embark passengers and mails for China, while, on the voyage home a delay of 48 hours will perhaps be necessary to receive cargo. The homeward run from Yokohama, owing to the prevalence of strong favorable breezes, will usually be made in twenty-four hours less time than the run out.

## LOG OF THE S.S. "ARABIC".

VOYAGE 3.—THE FASTEST ON RECORD.

*Yokohama to San Francisco.*

DATE.	WINDS.		SEA.	LAT.	LONG.	Dist.
	Direction.	Force.				
1882.				N.	E.	From
October 8.	N.E.	3.4	Mod.	35.05	140.29	Port.
" 9.	"	6.7	"	37.51	145.23	75
" 10.	E.	4.6	"	40.34	150.56	288
" 11.	S.-S.S.W.	7.8	Rough.	43.03	157.30	305
" 12.	W.-N.N.W.	6.5	"	45.02	164.54	329
" 13.	"	4.5	"	46.24	172.00	341
" 14.	W.S.W.-W.	4.5	"	47.31	179.35	308
" 14.	"	5	"	47.56	172.15	318
" 15.	S.-S.E.	5.6	Mod.	48.08	163.50	329
" 16.	S.W.	7.8	High.	47.43	155.56	338
" 17.	W	8	Heavy.	46.33	147.50	313
" 18.	"	8.4	High.	44.45	140.51	311
" 19.	Variable.	3.2	H. Swell.	43.00	134.03	315
" 20.	N.	2.5	Mod.	40.26	127.55	300
" 21.	Nly	4	"	To	Port.	4528

Left Yokohama Oct. 8, 6.15 a.m.

Arr. San Francisco Oct. 21, 10.30 a.m.

Apparent Time: 14 days, 4 hrs. 15 min.

Mean Time: 13 days, 21 hrs. 43 min.

Average per diem: 325.64 knts.

Average per hour: 13.57 "

## LOG OF THE S.S. "OCEANIC".

VOYAGE 39.—AN AVERAGE PASSAGE.

*Yokohama to San Francisco.*

DATE.	WINDS.		SEA.	LAT.	LONG.	Dist.
	Direction.	Force.				
July 11.	Sly.	3	Smooth.	N. 35.16	E. 139.47	From Port. 17
" 12.	"	4.5	"	37.14	144.11	275
" 13.	"	5	Mod.	39.51	149.20	288
" 14.	S.Wly.	5.4	"	42.05	155.09	296
" 15.	Var.	4.1	Smooth.	44.00	161.02	283
" 16.	N.W.	5.4	"	46.05	166.46	273
" 17.	W.N.W.	5	"	47.10	172.52	261
" 18.	Wly.	4.5	Mod.	47.38	179.42	277
" 18.	"	5	"	47.54	173.35	271
" 19.	S.Wly.	5.6	"	48.03	166.33	283
" 20.	Sly.	5.4	"	47.59	159.28	284
" 21.	"	3.2	"	47.23	152.56	264
" 22.	S.S.E.	3.1	Smooth.	46.13	146.41	264
" 23.	E.	2.3	"	44.47	140.55	258
" 24.	N.N.E.	3.5	"	43.01	133.21	262
" 25.	N.	3.4	"	40.52	130.03	270
" 26.	N.W.	2.3	"	39.	125.05	254
" 27.	W.N.W.	5	Mod.	To	Port.	146
						4526

Left Yokohama July 11, 10.20 a.m.  
 Arr. San Francisco July 27, 1.45 a.m.  
 Meantime: 16 days, 8 hrs. 35 min.  
 Average per day: 272.57 knts.  
 Average per hour: 11.52 knts.

NG.	Dist.
47	From
11	Port.
20	17
09	275
02	288
46	296
52	283
42	273
	261
	277
35	271
33	283
28	284
56	264
41	264
55	258
21	262
03	270
05	254
	146
	4526

TIME TABLE SHOWING FORTNIGHTLY DEPARTURES BY 4 VESSELS.

AVERAGE SPEED 15 KNOTS PER HOUR.

LEAVE VANCOUVER.	ARRIVE YOKOHAMA.	ARRIVE HONG KONG.	LEAVE HONG KONG.	LEAVE YOKOHAMA.	ARRIVE VANCOUVER.
"A" Saturday, Jan. 2.....	January 14.....	January 19.....	"C" Saturday, Jan. 2.....	January 9.....	January 21.....
"B" Saturday, Jan. 16.....	January 28.....	February 2.....	"D" Saturday, Jan. 16.....	January 23.....	February 4.....
"C" Saturday, Jan. 30.....	February 11.....	February 16.....	"A" Saturday, Jan. 30.....	February 6.....	February 18.....
"D" Saturday, Feb. 13.....	February 25.....	March 2.....	"B" Saturday, Feb. 13.....	February 20.....	March 4.....
"A" Saturday, Feb. 27.....	March 11.....	March 16.....	"C" Saturday, Feb. 27.....	March 6.....	March 18.....
"B" Saturday, March 13..	March 25.....	March 30.....	"D" Saturday, March 13..	March 20.....	April 1.....
"C" Saturday, March 27..	April 8.....	April 13.....	"A" Saturday, March 27..	April 3.....	April 15.....
"D" Saturday, April 10...	April 22.....	April 27.....	"B" Saturday, April 10...	April 17.....	April 29.....

## TONNAGE.

While tea and silk from both China and Japan form a large and important feature of the trade, especially to the railway, shipments of these products are not sufficiently large to support a line of steamships. Except during the months of June and July, when heavy tea shipments are made, the cargoes consist chiefly of merchandise and provisions from the port of Hong Kong destined to the various ports on the Pacific Coast. Rice in large quantities, gunny sacks and bags in transit from Calcutta, coffee, pepper, nutmeg and spices and a large assortment of provisions for the Chinese, form perhaps the chief items of a steamers' cargo, while on the return voyage very large quantities of flour are carried from San Francisco to supply the entire demand of the markets of the Far East. From the statistics following it will be seen that in 12 months ending June, 1885, nearly 66,000,000 pounds of flour were shipped from San Francisco by steam alone. In addition to the present volume of trade, it is in the power of the Canadian Pacific line to develop lumber and coal shipments from British Columbia; (the excellent Nanaimo steam coal will command a ready sale in Hong Kong, and will form part of the outward cargoes); to encourage the import of Hong Kong sugar, to further the commercial interests of Hiogo (Kobe) by making that place a direct port of call and by generally working up business hitherto unsought.

The chief tea markets of China are Hankow, at the head of navigation on the Yangtze, and 800 miles from its mouth; Shanghai, Foochow, Amoy—the port of shipment of Formosa teas—and Canton; while silk comes principally from Shanghai, Canton and Chefoo, and the provinces of Chinkiang and Kwantung. In Japan, Yokohama and Kobe are the only ports of importance. The tea districts range between the 23rd and 35th degrees of latitude, and are not found in the northern parts of Japan and China. Comparatively speaking, but little tea comes, at the present time, from China to the North American continent by the Pacific route, Japanese tea being the

more favorite beverage. When picked the tea is brought down to the port of shipment, where it goes through the "firing" process in the "go-downs" or warehouses of the European buyers. The quality and class of the tea depends largely upon the treatment it thus receives. It is then packed, leaded, and boxed, and eventually loaded in junks and wharf-boats to be conveyed alongside the steamers for shipment to all parts of the world.

The first shipments usually leave Hankow in the "Genogle," and are "raced" home. To place the new season's crop in the London market, shippers pay very high rates of freight—from £5 10 0 to £6 0 0 per ton. About the same time the first Japan teas leave Yokohama by the Pacific at a through rate of 5 cents per pound. The "Overland" steamer is closely followed by a "Glen" boat to New York *via* Suez.

*Handwritten notes:*  
 7 1/2  
 3 1/2  
 2 1/2  
 10 2 1/2  
 2 1/2  
 10 1/2

TONNAGE STATISTICS.

SUMMARY OF SHIPMENTS BY STEAM FROM SAN FRANCISCO TO THE FAR EAST FOR 12 MONTHS, ENDING JUNE 30TH 1885.

Specie.....	Dollars ....	\$16,515,338
Flour.....	Pounds ....	65,554,500
* Merchandise .....	Packages ....	83,711
Provisions.....	" .....	39,326
Fish .....	" .....	15,462
Canned Goods.....	" .....	10,411

*To the following ports :*

- Japan—Yokohama, Kobi, Nagasaki.
- China—Hong-kong, Shanghai, Amoy, Foochow, Hankow. Cheefoo, Canton.
- India—Calcutta, Bombay.
- Phillippines—Manilla.
- Siam—Bangkok.
- Cochin China—Saigon.
- Straits Settlements—Penang, Singapore.
- Java—Batavia, Sourabaya.

PASSENGERS.

<i>Cabin.</i>	<i>Steerage.</i>
530	12,839

\* Merchandise, including Castings, Cottons, Drugs, Dry Goods, Ginseng Glass (broken), Hardware, Hoofs and Horns, Leather, Lumber, Machinery, Nails, Oils, Paints, Seaweed, Shrimp and Shrimp Shells, Soap, Wine, Wire, Woodenware.



SUMMARY OF SHIPMENTS BY STEAM FROM CHINA AND JAPAN TO SAN FRANCISCO  
FOR 12 MONTHS, ENDING JUNE 30TH, 1885.

<i>Class of Goods.</i>	<i>Number of Packages.</i>	<i>Weights in Pounds.</i>
Beans .....	9,202	92,020
Coffee .....	3,704	545,600
Curios .....	6,388	900,708
Gambia .....	1,426	71,300
Gunnies .....	10,085	8,320,125
Hemp .....	3,260	652,000
*Merchandise .....	122,114	12,035,300
Nut Oil .....	24,269	2,216,610
Opium .....	602	54,187
Pepper .....	1,960	90,000
Rice .....	636,880	31,067,320
†Silk .....	22,930	2,896,564
Sugar .....	19,361	2,581,467
Spices .....	851	66,378
†Tea .....	338,089	22,896,370
Total .....	1,199,491	84,603,702

\* Merchandise, including :

	<i>Pckgs.</i>		<i>Pckgs.</i>
Birds .....	1,761	Indigo .....	14
Cigars .....	140	Jute .....	1,114
Coins .....	46	Matting .....	3,754
Drugs .....	2,056	Merchandise N. O. S. ....	108,831
Dry Goods .....	18	Paper .....	444
Fire Crackers .....	1,032	Plants .....	53
Fruit .....	1,252	Rattan .....	436
Hides .....	82	Silk Worm Eggs .....	249
.....		Straw-boards .....	832
			122,114

†DISTRIBUTION OF SHIPMENTS OF TEA AND SILK.

	<i>Tea, Pounds.</i>	<i>Silk, Pounds.</i>
Pacific Coast Group .....	5,101,488	237,660
Chicago and Western Group .....	10,717,638	1,326
New York and Eastern Group .....	5,305,356	2,657,374
Canadian Group .....	2,771,888	204
Total .....	22,896,370	2,896,564

PASSENGERS.

Cabin .....	650	Steerage .....	12,998
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COMPARATIVE STATEMENT OF EXPORT OF JAPAN TEAS VIA SAN FRANCISCO AND VIA SUEZ MAY 15<sup>TH</sup> TO DECEMBER 20<sup>TH</sup>, 1885.

	To New York and Eastern.	To Chicago and Mississippi Valley	To Canada.	To San Francisco	Total Pounds.
Via San Francisco.....	4,732,479	7,122,370	2,749,958	3,693,171	*18,288,978
Via Suez Canal....	9,961,126	50,000	7,269,222	.....	17,286,348
From Yokohama.....	9,512,636	4,411,834	4,026,476	3,322,594	21,273,541
From Hiogo (Kobi)....	5,180,969	2,766,536	5,983,704	370,577	14,301,785
<b>Total Pounds.....</b>	<b>14,693,605</b>	<b>7,178,370</b>	<b>10,010,180</b>	<b>3,693,171</b>	<b>35,575,326</b>

\* Includes 2,998,717 pounds via Tacoma and Northern Pacific.

COMPARATIVE TABLE TO DECEMBER 20<sup>TH</sup> 1885 WITH CORRESPONDING PERIODS OF 1884 & 1883.

YEAR.	VIA SAN FRANCISCO.	VIA SUEZ CANAL.	TOTALS.
1885.....	18,288,978	17,286,348	35,575,326
1884.....	13,759,673	17,209,729	30,969,402
1883.....	14,935,293	16,372,692	31,307,385

RATES ON ABOVE SHIPMENTS.

Via Canal.

By First steamer.....	£3 10 0	per ton of 40 cub. ft.
By Second steamer.....	3 0 0	" "
By other steamers.....	2 10 0 to £1 10 0	" "

Via Pacific.

By First steamer.....	5	cents per pound.
By Second and Third steamers.....	4	" "
By other steamers.....	3 to 2½	" "
By Sail.....	1½	" "

925 pounds of tea equal one ton, 40 cub. ft.  
£3 0 0 per ton equals 1.38 cents per pound.

SAN FRANCISCO

rights in  
pounds.

2,020  
5,000  
0,708  
1,300  
0,125  
2,000  
5,300  
6,610  
4,187  
7,320  
3,564  
1,467  
6,378  
3,370  
3,702

Pekgs.

14  
1,114  
3,754  
108,831  
444  
53  
436  
249  
832  
122,114

Silk,  
Pounds.

237,660  
1,326  
657,374  
204  
396,504

12,998

## DIVISIONS OF OVERLAND RATES ON TEA AND SILK.

Through Rate per 100 lbs:	Total Advance.	Total Overland.	C. P. R. R. and U. P. Ry.	Council Bluffs. to Chicago.	Chicago to Destination.	Destination.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
2.00	77½	1.22½	1.04½	18	....	Chicago.
2.00	77½	1.22½	91½	15	16	Toronto.
2.00	77½	1.22½	81½	14	27	New York and Montreal.
2.25	1.02½	1.22½	91½	15	16	Hamilton.
2.25	1.02½	1.22½	1.04½	18	....	Chicago.
2.25	1.02½	1.22½	81½	14	27	New York and Montreal.
3.00	1.77½	1.22½	1.04½	18	....	Chicago.
3.00	1.77½	1.22½	81½	14	27	New York and Boston.
3.25	1.77½	1.47½	98½	17	32	New York.
3.50	2.00	1.50	1.00	17	33	do.
4.00	2.27½	1.72½	1.15½	19	38	do.
4.25	2.40	1.85	1.23	21	41	do.
4.50	2.52½	1.97½	1.32½	22	43	do.
4.62½	2.58½	2.03½	1.35½	23	45	do.
5.12½	2.83½	2.28½	1.52½	26	50	do.
5.75	3.15	2.60	1.73	30	57	do.
6.50	3.52½	2.97½	1.98½	34	65	Boston.
7.37½	3.96½	3.41½	2.27½	39	75	New York.
7.50	4.02½	3.47½	2.31½	40	76	do.
8.00	4.27½	3.72½	2.43½	43	82	do. and Patterson.
10.00	5.27½	4.72½	3.13½	55	1.04	do.

Obtained as follows :—

From through rate deduct 5c. per 100 lbs. for "transfer" at San Francisco.

Divide balance, S.S. Co..... 50 per cent.  
do. Railroads..... 50 per cent.

From railroads' proportion deduct 25c. per 100 lbs. for steamship subsidy.

3c. per pound therefore=per 100 lbs. through rate..... \$3 00  
Transfer at 5c. per 100 ..... 0 05

Balance ..... 2 95

S.S. Co., 50 per cent. ; railroads, 50 per cent. .... 1 47½  
Steamship subsidy, 25c. per 100..... 0 25  
Balance railroads..... 1 22½  
Total to S.S. Co..... 1 77½

\* Rates less than \$3.00, Railroads receive minimum of \$1.22½ per 100 lbs.

## COMPARISON OF FARES.

	<i>Via Gibraltar.</i>	<i>Via Brindisi.</i>	<i>Via San Francisco.</i>
To Hong-Kong .....	£78 0 0	£84 14 3	£91 10 0
" Shanghai .....	88 0 0	94 14 3	97 10 0
" Yokohama .....	88 0 0	94 14 3	86 0 0
" Hiogo .....	88 0 0	94 14 3	90 0 0

NOTE.—Via the San Francisco route, special rates are made to officers of the Army and Navy, as follows:—

To Hong-Kong.....	£75 0 0	To Yokohama.....	£69 10 0
" Shanghai.....	81 0 0	" Hiogo.....	73 10 0

From these figures it will be seen that the Canadian Pacific route will be able to compete upon an equal basis for passenger business to Hong-Kong and Shanghai; rates to Yokohama and Hiogo-(Kobi) are less in proportion to the decreased distance. The saving in time to Japan passengers is however so great by the Canadian Pacific Route, that they can well afford to pay the P. & O. fares of £88.

Estimated proportions as follows:—

London to Liverpool.....	£ 2 0 0	
Atlantic .....	15 0 0	
Canadian Pacific .....	23 0 0	
Dining and Sleeping Cars.....	6 10 0	
Pacific to Shanghai.....	36 0 0	—and £7 0 0
Hong-Kong .....	33 0 0	arbitrary.
Yokohama.....	33 0 0	
Hiogo .....	35 0 0	

## COMPARISON OF DISTANCES.

To	FROM LONDON.		
	<i>P. &amp; O.</i>	<i>*San Francisco.</i>	<i>*C. P. R.</i>
Hong-Kong.....	9,799	12,879	11,501
Shanghai .....	10,669	12,481	11,503
Hiogo .....	11,255	11,623	10,645
Yokohama .....	11,601	11,277	10,299

## DISTANCES FROM VANCOUVER.

To Yokohama.....	4,334 nautical miles.
Hiogo.....	4,680 " "
Nagasaki .....	5,069 " "
Shanghai .....	5,538 " "
Hong-Kong .....	5,936 " "
Singapore .....	7,573 " "
Calcutta .....	8,987 " "
Colombo .....	9,032 " "
Suez .....	12,433 " "
London (via Canal).....	15,735 " "

\* Railway distances in statute miles.

### MAIL SUBSIDIES.

The Peninsular and Oriental Company receive from the Imperial Government, under a contract, dated Feb. 7th, 1879, and expiring Jan. 31st, 1888, the sum of £360,000 per annum, in consideration of which they perform a weekly service to India, and a fortnightly service to China.

While it is not known in what manner this contract is subdivided, it is reasonable to suppose that at least £150,000 is applicable to the China service.

An additional fortnightly service, alternating with that of the Peninsular and Oriental, and thus forming a regular weekly mail delivery is carried on by the French Messageries Maritimes, between Marseilles, and all ports in China and Japan. This line is subsidized by the French Government and is also paid by the British Government for conveyance of the mails via Marseilles. A good service is also performed by the Austrian Lloyds and a German mail line is now being established.

The Japan mails are carried by branch services of the English and French mail lines, from Hong Kong the Japanese paying the British Government a through rate of 15 francs per Kilogramme.

It should be noted, that according to the terms of the P. and O. mail contract, the homeward voyage from Shanghai to Brindisi, is, during the S. W. Monsoon, 59 hours; and during other seasons 35 hours longer than the outward voyage, a difference during six months of the year of 2½ days.

The homeward voyages, via the Canadian Pacific route, will be some 24 hours shorter than the outward passages.

### PASSENGER BUSINESS.

The first class trans-pacific passenger trade, embraces tea merchants, silk buyers, and other people having business connections in Canada and the States; all merchants from Japan and some from China, patronise the Pacific route; and large numbers of people travelling for pleasure go and come. The

present service being somewhat irregular, and performed by slow boats, has not hitherto attracted any share of the passenger business from the Suez Canal, but there is not the slightest doubt that a regular and effective mail service will control a large proportion of all passenger business between China and Europe. In addition to the saving in point of time, long detentions at various ports, the heavy weather frequently experienced driving into the monsoon, and the excessive heat of the Canal route will be avoided.

The chief feature of the Trans-Pacific trade previous to the enforcement of the Anti-Chinese Act passed by the United States Congress in 1882, was the enormous coolie traffic; and although the Act in question affected this traffic to a certain extent, a very large number of Chinese steerage passengers still pass to and fro on the Pacific. In connection with both the coolie and freight trade from China, it must be remembered that with the exception of tea and silk a large portion of the entire business goes to San Francisco, and is largely distributed from that port to Oregon and British Columbia on the one hand, and Central and South American ports on the other. With its Pacific coast line the Canadian Pacific will be able to compete via Vancouver upon favorable terms for all this trade, including that local to San Francisco; the proposed Ocean Steamers being much faster than those of the Pacific Mail Co., as quick time can be made to and from San Francisco via Vancouver as is now made by the direct San Francisco boats.

#### RATES OF PASSAGE.

	<i>From Hong Kong.</i>	<i>From Yokohama.</i>
To San Francisco.....	\$300.00.....	\$250.00
“ Vancouver .....	300.00.....	250.00
“ New York.....	426.00.....	376.00
“ Montreal .....	426.00.....	376.00
“ Liverpool .....	475.00.....	425.00
“ London .....	480.00.....	430.00
“ Havre .....	485.00.....	435.00
“ Paris .....	495.00.....	445.00
“ Hamburg .....	485.00.....	435.00
“ Bremen .....	500.00.....	450.00

Steerage rates \$50, subject to broker's commission in Hong-kong.  
Cost of feeding Coolies 7 to 10 cents per head per day.

## AGENCIES.

In connection with the establishment of a Trans-Pacific service three important questions will come up for consideration : Agencies, Connecting Lines or Feeders, and Class of Ship necessary.

In establishing agencies or appointing mercantile firms to act as agents, it will be advisable to ascertain what assistance such firms will be able to give in bringing connections and traffic to the main line. It will, doubtless, be possible to obtain in this manner direct connections with Singapore and Calcutta ; Manilla ; Australia via Torres Straits ; the coast ports of China ; and the river ports of the Yangtze, from Hankow to Shanghai.

A connection between Yokohama and Shanghai, via Nagasaki and Hiogo, through the Inland Sea, is of course a necessity. At the present moment this service is performed by a Japanese Steamship line, known as "Nippon Yusen Kwaiisha," or Japan Mail Steamship Co., which connects at Yokohama with the Pacific Mail line. This company has been recently formed by amalgamating the interests of two companies, formerly in opposition, and has the strong support of the Japanese Government. Owning a large fleet of steamers, hulks, junks, barges, mooring facilities and wharves in every port in Japan, and Shanghai, with the monopoly of the entire coast trade, this Company would form another valuable ally. The directors are anxious to consummate an arrangement with the Canadian Pacific, and for several reasons it will be advisable for the latter to arrive at an understanding with them ; two of the most important are that the present connection of the San Francisco line will be destroyed and their traffic diverted to the new route, rendering it necessary for the Pacific Mail Company to establish a new service at heavy cost ; and that the Canadian Pacific line will obtain the strong moral support of the Japanese Government. If an arrangement of this nature is arrived at, the Shanghai and Nagasaki agencies will be in the hands of the Nippon Yusen Kwaiisha. There remain the ports of

Yokohama and Kobi. In Kobi it will be wise, and in Yokohama it will be necessary to have a regular agent. Apart from the advisability of having a direct representative of the Company to keep an eye upon affairs in general, for business reasons a separate agency is a necessity. The tea trade is a peculiar one, requires delicate and cautious manipulation, and will not permit a merchant to expose the arrangements and details of his business before the eyes of a competitor. If a business house is representing the steamship line, all its members and employees must necessarily become informed with regard to the business matters of every firm, company and individual patronizing the steamers, having in the bills of lading a record of all the shipments made, by whom, to whom, and in what quantity. Tea and silk shippers will not give their patronage under these conditions.

#### CLASS OF SHIP.

It is the opinion of practical and experienced men, who have been engaged for years in the service, that ships of the "White Star" class, such as the "Belgic" and "Gaelic," now engaged in the trade, are the best models for the trans-Pacific route for the following reasons:—They are specially built to maintain speed in heavy weather, designed, as they originally were for the North Atlantic trade, and are therefore well suited for the frequently rough passages of the North Pacific. They are heavily sparred and carry a large spread of sail, which, with their fine sailing qualities, not only enables them to make smart passages although of moderate steaming power, but is also a safe-guard in the event of machinery breaking down, a matter which is not altogether unheard of, and which demands serious consideration on so lonely and little traversed an ocean as the North Pacific.

Their saloon accommodations are all forward of the engine room, while the steerage (or coolie) quarters are aft, and the hurricane deck affords special facilities for saloon passengers and at the same time keeps them distinctly apart from the coolies, their opium and their "chow-chow." The vessels



must necessarily be of large tonnage, for in addition to heavy cargoes and a large number of steerage passengers, they must be able to carry in their bunkers from 1,500 to 2,000 tons of coal, and should be so designed that they can carry guns, or be fitted at short notice for the transportation of troops. The Harbors of Vancouver, Yokohama and Hong Kong having deep soundings the matter of draft is immaterial, and depth gives stability, especially necessary for carrying guns.

A fleet of steamships, such as it is proposed to build, will be an acquisition to the Imperial Government of the utmost importance, and will certainly benefit to no small degree all of Her Majesty's subjects in Japan and China.

## APPENDIX.

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The following extract from a Memorandum issued in London in December last shows that the Imperial aspects of the Canadian Pacific Route have already attracted attention :—

“The tedious journeys of the olden times are already things of the past. The change made by the Railway and its extreme usefulness, even while still incomplete, were prominently illustrated by the speed with which the Canadian Government was enabled last spring to reinforce the Mounted Police and suppress the Half-breed outbreak in the North West. The Maritime Provinces are in immediate railway connection with Quebec, and in the spring of 1886 the “Canadian Pacific express” will run from Montreal to Vancouver on Burrard Inlet in ninety hours. So that even under existing conditions, that is, taking the average passage of the present Allan steamships to Rimouski or Quebec in summer, and to Halifax in winter, passengers and mails from England will be able to reach the waters of the Pacific in thirteen or fourteen days, and a regiment can be moved from Halifax, Nova Scotia, to the Pacific coast in five days, without touching foreign soil. What a contrast is this to the 95 days required, fifteen years ago, for moving men from Toronto to Winnipeg !

“Arrangements are being made for carrying a more direct railway system than the present from Montreal to some port in the easternmost part of Nova Scotia or even of Cape Breton. When this is accomplished, and fast steamers ply on that route, the time between England and Vancouver will certainly be reduced to eleven days or even less. For troops and warlike stores it might be a little more, as the most direct route will lie across that part of Maine which, under the Ashburton Treaty, was so unfortunately given up to the United States. Therefore, for troops, the circuitous line of the Inter-colonial Railway must be taken, but this will only involve a delay of something less than a day.

“The immediate effect of this railway development is not only

that all parts of Canada become readily accessible from each other, and that districts hitherto useless because isolated, will become the granary of Great Britain ; but far beyond the confines of Canada and purely local or commercial interests, the result will extend. Passengers will in 1887 be able to reach Japan in twenty-six days and Honkong in thirty-one days from England by the fast steamers which will be placed on the Pacific, and a great advantage in time will be offered at once by the new route (without reckoning the still further reduction which will soon be effected) in reaching those points over the existing routes *via* Brindisi or Gibraltar."

A well-known authority on International Law,\* writing on the complications which may arise in connection with the Suez Canal, says that "England's position with regard to the Egyptian question has been greatly altered by the opening of the Canadian Pacific Railway. . . . A free passage through the canal for our transports is by no means so essential to the defence of the Empire as it was a short time ago. We have, therefore, far greater liberty of action in dealing with the other Powers than we had before. Now that we have an alternative route to India, we may be able to purchase other advantages in the settlement of Egyptian affairs by giving our consent to an arrangement concerning the canal which prudence would formerly have compelled us to decline." How the Canadian Pacific Railway exercises "an immediate influence upon the Egyptian problem," Mr. Lawrence argues as follows :—

"Halifax is an 'Imperial Station,' where is kept up the only garrison of British troops in the Dominion of Canada. On the receipt of a telegraphic order from the Home Government, the 2,000 or 1,500 soldiers stationed there could immediately proceed by railway across the continent. They would reach the Pacific at the new city of Vancouver, on Burrard Inlet, in five days ; and meanwhile their places at Halifax could be supplied by Canadian militia till a new garrison arrived from England. They could be conveyed from Vancouver by sea to Calcutta in thirty-three or thirty-four days,† stopping on the way at Hong Kong and Singapore to pick up reinforcements from the imperial garrisons stationed there. Thus a force of from three to four thousand men could be thrown into India

\* Essays on some Disputed Questions of modern International Law. By T. J. Lawrence, M.A., LL.M., Deputy Whewell Professor of International Law, Cambridge. (Second Edition, 1885).

† See foot note following page.

in about thirty-eight or thirty-nine days,† from the time when the order to start reached the officer in command in Halifax. Now it takes just thirty-eight days to make the voyage from England to Calcutta *via* Gibraltar and the Suez Canal. Thus we see that, as regards time, the two routes are in very much the same position, whereas the route by the Canadian railways has this great advantage, that the land portion of it passes entirely through British territory. As long as we keep command of the sea, it is perfectly safe from end to end. The canal may at any time be blocked by accident or design, but it is impossible to throw a barrier across the open ocean.

“Let us now consider the bearing of these facts upon the defence of our empire in Asia. If at the moment when it became necessary to throw troops into India there were no complications in Europe, we could send on at once the greater portion of our garrisons at Malta and Gibraltar . . . . But, if the aspect of affairs in Europe was so threatening that we could not withdraw any appreciable number of men from our Mediterranean garrisons, reinforcements for India would have to come direct from England, and a choice of routes would lie before the home authorities. Even if our European foes were too weak at sea to make any attempt upon our transports as they crossed the Mediterranean, the Suez Canal route would be dangerous because of the impossibility of obtaining complete security for an absolutely safe passage. The route across the Canadian Dominion would be perfectly secure; for the chances are a thousand to one against our being embroiled with the United States while we are fighting a great European contest. But, on the other hand, it would be longer by the eight or nine days needed to cross the Atlantic. Yet this disadvantage could be obviated to a great extent by sending on the garrison of Halifax in the manner described in the preceding paragraph; and it might be possible to send after it, within a few days, the greater part of the garrison of Bermuda. They would be the advance guard of a continuous stream of reinforcements from England, which would reach India at short and frequent intervals, till all the troops that were needed had been sent.”

It may be pointed out that, of course, the Canadian Pacific Railway will be useful for naval as well as military purposes, stores and crews for the Pacific squadron being easily and ex-

† The steamers of the Canadian Pacific will deliver troops in Calcutta from Vancouver in 23 to 25 days, and from Halifax in 29 to 31 days, stopping if necessary at Hong Kong and Singapore.

peditionously delivered from England or from the Halifax or Bermuda Dockyard on the Pacific coast.

But it may be asked, how can troops be moved by train for 3,000 miles or more without any break in a continuous journey of four or five days? In anticipation of carrying a large number of emigrants from Montreal to various points in the North-West, a distance of from 1,400 to 2,000 miles, the Canadian Pacific Railway has invented and supplied itself with a modification of the Pullman car system, applied to emigrant carriages, by which clean and comfortable slat beds are available for the use of passengers, who are thereby enabled to make a long continuous journey with a minimum of fatigue. These cars will each accommodate 46\* passengers, and they would, it is believed, exactly meet the requirements of the Transport Department.

Comparison with the route *via* New York and San Francisco has been omitted, because the latter is for Imperial purposes not available, but it may be briefly mentioned that the route from Liverpool *via* the Canadian Pacific to Yokohama is estimated to be 1,100 miles shorter than by the former route, and this represents an advantage of  $3\frac{1}{2}$  days in point of time.

As an alternative to the present route *via* San Francisco to Fiji, Australia and New Zealand, the Canadian line must not be altogether dismissed from consideration. The Californian port is, no doubt, considerably nearer to Sydney than the British Columbian railway terminus; but the greater speed at which the trans-continental journey will be made, owing to lighter grades and better construction of the Canadian line, and to the unique fact that the entire stretch from sea to sea is under the absolute control of one Company, will fully compensate for the extra length of the Pacific sea voyage.† The larger portion of the miscellaneous merchandise now sent from California to Australasia can be just as readily provided in Canada, while the staple cargo of outward-bound vessels to Australia (lumber) can be shipped at a far cheaper rate and of a better quality at Burrard Inlet than at San Francisco. For coaling purposes, the advantages for steamers of the former port can hardly be over-estimated.

This memorandum, indeed, would not be complete without some reference to the question of coal. The coal of Vancouver

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\* These cars will each accommodate 56 men.

† Through distances from London to all ports in Australia are shorter by the Canadian Pacific route.

Island is admittedly the only good coal yet found on the Pacific coast of North America. Even if deposits of an equally good character are not discovered on the Canadian mainland along the line of the railway—which is not improbable—the terminus at Vancouver (Coal Harbour) on Burrard Inlet will be immediately opposite to the coal mines of Nanaimo, and ships sailing from thence to Australia, Japan, or India will obtain excellent coal at a very low rate.

It is satisfactory to find that the Imperial authorities are alive to the extreme importance of this route, as the Postmaster-General has (October, 1885) advertised for tenders for a Fortnightly Mail Service between Coal Harbour and Hong Kong, calling both ways at Yokohama, Japan. It remains for the Imperial Government not only to avail itself of the benefits which Canada, by the construction of this road, has conferred on the Mother Country, but to secure them permanently by recognising the necessity of protecting the Pacific terminus of the railway. The dock at Esquimalt, the coal mines at Nanaimo, the terminus at the new city of Vancouver, are *places d'armes* of the utmost strategic importance to the Empire.\*

"The golden age of peace," says a writer of a recent article in a London paper, "has not yet dawned. These positions, all lying close together, should be strongly protected. When this has been done—and no time should be lost—when our Pacific squadron can with despatch and certainty draw men and supplies from Halifax or England, and when regular lines of English steamers ply between Vancouver and the East, the power and influence of Great Britain in the North Pacific will be enormously increased, whether it is to be exercised against aggressive Russia, to maintain her friendly ascendancy in Japan or China, or to hold her own in India."

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\* See a paper on "The Protection of our Naval Base in the North Pacific," read at the United Service Institution, by Major-General Laurie, on April 6th, 1883, and the interesting discussion that followed the reading, which elicited an apparently unanimous consensus of opinion on the advisability of fortifying Burrard Inlet without delay.

